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# SOUTH CAROLINA AVIATION NEWSLETTER

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## MECHANIC OF THE YEAR



A.C. OXNER

A.C. Oxner, owner of Oxner's Flying Service at Whitmire, has been named South Carolina's Mechanic of the Year. A.C. received this award on the basis of having consistently demonstrated a high level of professionalism in his performance as an aviation mechanic in the General



aviation field. Actually A.C. has been doing this for the past 30 years. He began his career in aviation maintenance in 1942 at Hawthorne Aviation in Orangeburg. After World War II he moved to Charleston with Hawthorne and opened his own operation at Newberry in 1947. In 1950 he came to Columbia as Director of Maintenance for Dixie Aviation which was operated by Berley Kittrell. A.C. also worked for Aircraft Sales and Service and in 1957 he opened his own airport and maintenance facility at Whitmire.

A.C. is well-known throughout the Southeast and it is not unusual to read a notice in "Trade-A-Plane" advertising an aircraft as being overhauled by A.C. Oxner.

He is a certified Lay-Speaker in the United Methodist Church and a very active man in church activities.

A.C. received his A & P license in 1944 and is also an AI. He received his private pilots license in 1946.

We congratulate Mr. Oxner on receiving this outstanding award and feel that he is most deserving of it.

#### AGRICULTURAL AVIATION ASSOCIATION

The South Carolina Agricultural Aviation Association will hold its annual convention in Columbia on March 12, 13, and 14. The meeting this year will be held at the Holiday Inn, Southwest, which is located on Knox Abbott Drive, Cayce. Registration for the three-day meeting will begin at 1:00 pm on March the 12th and according to President James C. Price fun and games are planned for Monday nite.

On Tuesday Dr. Kissam and a team from Clemson will conduct the Aerial Application School. Attendance at one of these schools is required by State regulations. Ag pilots do ~~not~~ have to be members of the Association to attend this school, however, it was felt that it would be convenient to hold the school during the Convention. (Another school will be scheduled later in the season.)

The business meeting for the Association will be conducted on Wednesday March the 14th.

Representatives from agricultural aircraft companies, equipment supply houses and chemical companies will have exhibits on display at the convention and aircraft will be on display at Midlands Aviation, Owens Field. Free transportation will be available from Owens to the convention site. The convention is open to all operators and pilots and a special invitation is issued to the ladies as there will be special events planned for them during the business session and school.

Last years convention was an outstanding one and President Price has promised a bigger and better program this year.



(Agricultural Aviation Association continued from page 2) For further information and advance registration forms write to Mr. James C. Price, Dillon County Airport, Dillon, S.C. 29536.

The Association currently has approximately 100 members and has been very active in Aviation matters in the State.

### STALL-SPIN ACCIDENTS

National Transportation Safety Board study of light airplane accidents during 1967 to 1969 inclusive, showed 1,261 accidents due to the stall/spin. Though these were only eight percent of all general aviation accidents, commented NTSB, they accounted for about 25 percent of the fatal or serious injuries. NTSB recommended as antidotes: better pilot training, improved airplane design and more effective stall warners. Board statisticians noted the relative stall/spin frequency of these general aviation singles and light twins:

High Stall/Spin Frequency--Aeronca Models 7 and 11; Cessna Models 150 and 177 (Cardinal); Luscombe 8; Piper Twin Comanche (PA-30 model) and Super Cub; Beech Travel Air and Baron; Stinson 108.

Low Stall/Spin Frequency--Cessna Models 172, 180 and 206; Piper Single Engine Comanche and Aztec.

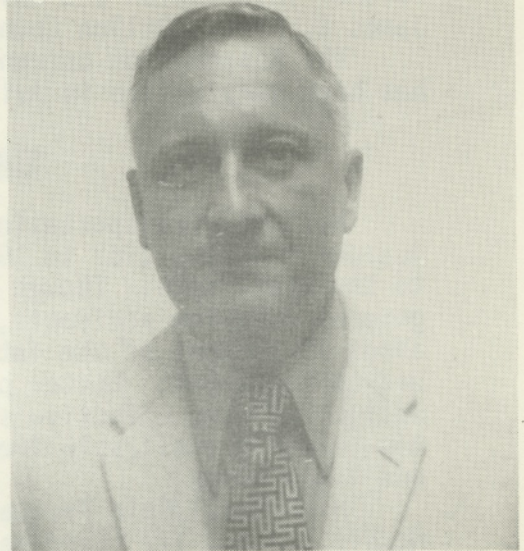
Very Low Stall/Spin Frequency--Cessna Models 210 and 182; Piper cherokees 140, 180 and 235; Beech Bonanza and Debonair.

### INSTRUMENT APPROACH FOR BENNETTSVILLE

On 13 December 1972, the Federal Aviation Administration issued a circular outlining the details of a proposal to change the operating authorization of the Bennettsville Airport from VFR to IFR and establish a standard instrument approach procedure to the airport.

No objections were received from aeronautical interests. The study disclosed a reasonable need for an instrument procedure does exist. Such a procedure can be established by using the Florence, South Carolina VORTAC without undue conflict with other existing public use procedures. The study disclosed the utilization of the Bennettsville Airport to include IFR operations and the establishment of the instrument approach procedure would have no adverse effect on the safe and efficient use of airspace by aircraft.



COMMISSIONERS REAPPOINTEDSINGLETARYSCHRIVER

On January 23, 1973 Governor John C. West reappointed Richard J. Schriver and E. McLeod Singletary as members of the South Carolina Aeronautics Commission.

Mr. Singletary, a Columbia attorney, resides at 408 Edisto Avenue in Columbia. He will represent the Second Congressional District on the Commission.

Col. Schriver, whose address is P.O. Box 444, Beaufort, South Carolina, will represent the First Congressional District.

Both Commissioners will serve until May 15, 1976.

AIRCRAFT REGISTRATION

The South Carolina Aeronautics Commission at its January 17 meeting recommended changes in the new aircraft registration law. These changes came about as a result of the numerous letters received from the aircraft owners in the State. The major change was that the fee be changed from \$25.00 per aircraft to a graduated fee with a charge of \$5 per year for single engine aircraft, \$10 for light twins and \$20 for aircraft weighing over 6000 pounds. It was felt that this would be more equitable and we hope that the Legislature will accept these recommendations.



BREAKFAST CLUB NEWSMATHISON, LYNAM, LEYSETH AND WESTON

The January 7th meeting at Georgetown started the new year off with a good turnout. Twenty-four planes and sixty people were on hand for the meeting at Georgetown and Western Aviation.

The January 21st meeting was held at Sumter. Billy Lynam and Matt Mathison were hosts for the meeting. They are shown above with Horace Leyseth and T.I. Weston by T.I.'s 1929 Curtis Robin. Thirty-three aircraft landed at Sumter and eighty-five people were at the Breakfast meeting. The newest pilot was given a computer by Sumter Airways.

Listed below are the Breakfast Club meetings scheduled at this time.

February 4 - Cypress Bay - Six miles north of Crescent Beach  
Airport, 3000' strip, Unicom  
122.8

February 18 - Dillon County

March 4 - Open

March 18 - Aiken

Several meeting dates are open. Towns or Airports wishing to invite the Breakfast Club should call or write W.W. Hawkins, P.O. Box 758, Camden, S.C., 29020, or call 432-3408.

### EAA COUNCIL

The South Eastern EAA Sport Aviation Council will hold a regional meeting on February 24th and 25th at Greenville, South Carolina. The Meeting will begin at the Thunderbird Motel at the Greenville Downtown airport at 12:00 noon on Saturday and continue through 12:00 noon Sunday. National President Paul Poberezny will attend this meeting and will be guest speaker at the banquet Saturday night. The Council is made up of the eight South Eastern states. Frank F. Thweatt of Columbia is executive Director of the South East Council.

### AVIATION SAFETY MEETING

Frank Kelley, FAA Accident Prevention Specialist, and Jack Barry of the Aeronautics Commission conducted an Aviation Safety meeting at Thermal Belt Aviation, Greenville Downtown Airport on January 23. The meeting was sponsored by Ruby Guinn of Thermal Belt and was well attended.

Mr. Kelley gave an excellent discussion on non-precision approaches.

Any organization wishing to schedule a Safety Meeting should contact the Columbia, GADO.

### FIXED BASE OPERATORS TO MEET

Vernon B. Strickland has scheduled a luncheon meeting of Fixed Base Operators in Columbia on February 7 for the purpose of discussing matters of interest to the General Aviation Industry. The meeting will be held in the Dobbs House meeting room at the Columbia Metropolitan Airport Terminal Building and will begin at 12:00 noon. All Fixed Base Operators in South Carolina are invited to attend.

### TOWER STUDY

On 16 November 1972, the Federal Aviation Administration issued a circular outlining the details of a proposed antenna tower near Woodward Airport, Camden.

In response to circularization of the proposal, objections were received from aeronautical interests. Negotiations with the construction sponsor has resulted in withdrawal of this proposal. This study is therefore terminated.



### PROPOSED RULE

A rule that would increase the distance-from clouds requirement for VFR (Visual Flight rule) operations in uncontrolled airspace 1,200 feet or less above the surface has been proposed by the Federal Aviation Administration of the Department of Transportation in order to improve the ability of pilots in this airspace to see and avoid other air traffic.

Under the proposed rule, VFR flight would be prohibited in uncontrolled airspace at 1,200 feet or less above the surface unless the pilot could remain at least 500 feet below, or 1,000 feet above or 2,000 feet horizontally from cloud formation. Present rules permit VFR operations in this airspace when pilots can remain clear of clouds.

The proposed change would bring into line the distance-from clouds requirements for VFR flight in uncontrolled airspace at and below 1,200 feet with those in effect for uncontrolled airspace between 1,200 and 10,000 feet, and controlled airspace from the surface to 10,000 feet.

The FAA action is based on an Advance Notice of Proposed Rule Making, issued in August 1971, soliciting comments on the adequacy of existing VFR weather minimums below 10,000 feet MSL. Other items discussed in the Advance Notice are presently under consideration and may be the subject of future rule making proposals.

Persons wishing to comment on the Notice of Proposed Rule Making dealing with the clearance-from-clouds requirement (Notice No. 72-35; Docket No. 11350) should write to FAA, Office of the General Counsel, Attention: Rules Docket, AGC-24, 800 Independence Avenue S.W., Washington, D.C. 20591, by March 22.

### 99'S VISIT SHAW FIELD

Shaw AFB hosted a meeting of the Carolinas Chapter of 99's on January 13, 1973. The 25 female pilots flew into Sumter Airport from various airports in the two Carolinas.

The group of 99's were met at Sumter Airport by Major Bidlack, Project Officer for the visit, and Don Lang, Manager of the Shaw AFB Aero Club. The group was transported to Shaw AFB where they received a briefing on the Physiological Training Facility; enjoyed lunch in the "Gamecock Room" of the Officers Club; visited the RAPCON Facility, viewed a static display of an RF-4C and an O2A aircraft; and visited the RF-4C simulator.

During the lunch break, Colonel Hoza, President of the Shaw AFB Aero Club met with the 99's. At the conclusion of the tour the group was taken back to Sumter Airport where they departed for their return home.



SOUTH CAROLINA AERONAUTICS COMMISSION

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### WOMEN'S AIR RACE TO TERMINATE AT WINGS AND WHEELS

The official 1973 All Women's International Air Race, "Angel Derby", is scheduled for May of this year.

The race will start at Monterrey, Mexico, on May 11, the City distinguished for having originated the popular name "Angel Derby" for the All Women's International Air Race in 1964. The Monterrey Chamber of Commerce is hosting the Start as one of the top activities celebrating the 90th Anniversary of the founding of that organization. Contestants will be guests at a Cocktail Party, a City Tour, Lunch at Horse Tail Falls and a Formal Takeoff Dinner. And the Honorable Mayor of Monterrey will flag the race off!

For an exciting race finish, on May 13, contestants will fly over one of the world's most unique airports--WINGS AND WHEELS in South Carolina. Situated in the heart of the SANTEE-COOPER COUNTRY, a Variety Vacationland for hunting, fishing, swimming, golfing or just relaxing, this airport is also the home of one of the largest and most unique collections of rare airplanes and vintage automobiles to be found in America.

As WINGS AND WHEELS Airport is designed for antique aircraft, approval has been granted for any race pilot not wishing to land at Wings and Wheels after Flyby to land at nearby Orangeburg Airport. The race is sanctioned by National Aeronautic Association and is organized and conducted under the direction of the Florida Women Pilots Association.

For information including rules and application, for entry write:  
All Women's International Air Race, 601 N.W. 67 Ave., Ft. Lauderdale, Fla., 33313. Enclose \$1.00 for mailing.